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## ASKS U. S. TO BAN SUBSEA WARSHIPS

Professor Ladd, of Yale, Says U-Boats Change Conditions.

(By Telegraph to The Tribune.)

New Haven, Oct. 9.—Former Governor Simeon E. Baldwin and Professor George T. Ladd, of Yale, asserted today that the ordinary rules of international law are not applicable to submarine warships. Professor Ladd held that this country should at once forbid submarines to enter our waters or conduct raids near our coasts.

"The submarine attacks yesterday emphasize the desirability of a better definition than we now have of 'territorial limits.' The three-mile limit was adopted at a time when cannon hit the mark at three miles," said Mr. Baldwin. "Now they can hit at twenty miles. It is a questionable proposition whether neutrals may not be under the duty of using long range guns to protect the shipping of a friendly nation off its coast, even if more than three miles away."

Mr. Ladd said: "It seems to me that the recent outrages of Germany demand from our government prompt and drastic action. There is no need to consult experts in international law or books on that subject. The very nature of the submarine has introduced new factors in the whole situation, as concerned with relations of neutrals to belligerents, as of neutrals to neutrals and belligerents to one another."

"As the leading neutral nation, we have a right, and it is our duty, to say what the laws of warfare bearing on this matter shall be. In fact, President Wilson has already said this. He has said that the torpedoing by submarines of merchant and passenger ships, even if accompanied by warning, when their crews and passengers are turned into the sea in open boats will not be tolerated. He must now either cease to content himself with further diplomatic notes and stand by his word in deeds, or he must repeat once more what foreign nations have come to consider a merely verbal policy."

"What should be done is, of course, for the government to say, but it seems to me that it would be warranted in issuing at once a proclamation that no foreign submarines would be tolerated in our waters or receive hospitality at any of our ports. This measure, however unusual it might seem to be, would, I think, be justified by such an emergency."

"I do not easily see how our government can refrain now from doing what in my judgment ought long ago to have been done—namely, to break off diplomatic relations with Germany on the ground that it has forfeited all rights to remain at friendly terms with civilized nations."

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## LINERS TO SAIL DESPITE U-BOATS

No Changes Will Be Made in Schedules, Heads Declare.

ITALIAN STEAMER ONLY ONE HELD HERE

Adriatic to Go Out on Time, Is Announcement—Vessels Change Course.

With the exception of the detention of the Italian steamer San Guglielmo, which was to have left port at 11 a. m. yesterday, there were no changes made in the schedules of the steamships bound for European and South American ports.

Reports were current that the White Star liner Adriatic, the biggest steamship in this port now in service, would be held here until all danger from submarine interference in the transatlantic lanes had passed. This was denied at the company's office yesterday, where it was said she would go out on schedule unless ordered by the home office to remain in port.

The Cunard Line agents yesterday reiterated their declaration that their merchantmen were armed and that they had no fear of German submarines.

Orduna to Sail on Schedule.

"We will have no sailing until the departure of the Orduna, on October 21," said a representative of the line, "and we are not going to cross bridges until we come to them. It is our impression that the Orduna will go out on schedule."

Although the U-53 sank one of the Holland-America Line's freighters, the Blommestein, on Sunday off Nantucket, it was stated at the company's office yesterday that all their vessels would continue to leave port on time.

"The Ryndam is due here on Sunday and she will go out again on October 19," said a representative of the line. "We will continue to book passengers and receive freight for her."

William Van Doorn, general manager of the line, said he could see no reason for the sinking of the Blommestein. "Fully 95 per cent of her grain cargo," he said, "was bought and paid for by the Netherlands government. The remainder of the cargo consisted of about 1,000 tons of general merchandise consigned to the Netherlands Overseas Trust. Here was a neutral vessel plying between two neutral ports. There was no reason for the sinking of the submarine to sink her."

German Agents Feared.

Louis Costa, manager of the Pierce Line, which delayed the departure of the San Guglielmo, said he would give no advance notice as to when the vessel would sail as he believed agents of the German government and German sympathizers in this city were keeping a close watch of movements of the enemy's vessels here.

The French Line, which will have no sailing until the Espagne departs for Bordeaux, on October 14, made no change in its schedule. It was said no cancellations were made in any of its bookings.

Practically all of the steamship agents are convinced the German submarine cannot afford to operate near this port, and are loathe to upset their sailing dates.

The Anchor Line's Cameronia, from Liverpool, due to dock this morning, carries 471 cabin and 201 third class passengers. No date for her return trip to Liverpool has been arranged. The British steamship Bellgrano, bound for Peru and Chili via the Panama Canal, was the only vessel of the Entente nations that left this port yesterday.

Wireless reports from the Anchor Line's Cameronia and the Frederik VIII of the Scandinavian-American Line, received here last night, indicated the steamers are proceeding to this port with their customary courses. Both have heavy passenger lists, that of the Frederik VIII including James W. Gerard, American Ambassador to Germany, and Mrs. Gerard.

Submarine Scare Holds Ships at Philadelphia

(By Telegraph to The Tribune.)

Philadelphia, Oct. 9.—No fleet of battleships could have blockaded the port of Philadelphia to vessels flying the flag of any of the Allies more effectively than the German submarines operating off the Atlantic Coast stopped their sailing from the port of Philadelphia to-day.

Refusal of ship's articles to a vessel was made by the British Consul, and until further orders no ship's articles will be delivered to any steamship by any of the steamship agencies in this city. Without these articles a vessel

## 16 LINERS SCHEDULED TO SAIL THIS MONTH

Only sixteen transatlantic passenger carriers are scheduled to leave this port during the rest of the month, as follows:

Steamship	Date	Port	Registry
Adriatic	Oct. 12	Liverpool	B
Hellig Olav	Oct. 12	Copenhagen	D
St. Louis	Oct. 14	Liverpool	A
Espagne	Oct. 14	Bordeaux	F
Stockholm	Oct. 14	Gothenburg	S
Frederik VIII	Oct. 18	Copenhagen	D
Ryndam	Oct. 19	Rotterdam	D
Orduna	Oct. 21	Liverpool	B
Canopic	Oct. 24	Genoa	B
Kronland	Oct. 25	Liverpool	A
United States	Oct. 26	Copenhagen	D
Bergensfjord	Oct. 28	Bergen	N
New York	Oct. 28	Liverpool	A
Calabria	Oct. 28	Genoa	B
Rochambeau	Oct. 28	Bordeaux	F
Roma	Oct. 28	Naples	F

cannot obtain clearance papers or sail. It was indicated to-day the seventeen British, Italian, French and Japanese vessels loading cargoes and ready to sail would be held here until the German submarine raiders are captured or the Allies of the Allies furnish concrete evidence of the submarine's activities. The value of the steamship property tied up at this port as the result of the submarine warfare near the coast is estimated at \$14,000,000. Each day these vessels are held here means cost to their owners of \$1,000. Railroads are threatening to place an embargo on freight should the vessels be held up for any length of time, to prevent congestion.

U. S. Monaghan Sails Suddenly.

The United States destroyer Monaghan departed suddenly from the Brooklyn navy yard yesterday morning and put to sea. At the navy yard it was said that the destroyer's mission could not be divulged. She turned east after crossing the bar and headed for Nantucket.

It was thought by some of the insur-

## Torpedoes Heard in Newport, Officers Started on the Run

Woman Writes of Commotion at Naval Station and Indignation There Caused by U-53's "Treachery and Infamy."

The following letter from a woman living at Newport pictures the commotion aroused in the naval station by the arrival of the German submarine U-53. It shows that the naval authorities were not caught napping. It also tells that Rear Admiral Knight, president of the Naval War College and senior officer present at the Narragansett Bay station, paid his immediate visit to the captain of the submarine, "of course expecting explanations" of its purposes.

The letter reads: "I am writing at once to tell you the true version of the dreadful thing that has happened. It was learned late yesterday (Saturday) afternoon that a German war submarine had entered the harbor and anchored off the torpedo station. One of our submarines had pointed out the channel as it came up the bay. On being notified by radio, Admiral Knight at once went to call on the submarine, of course expecting explanations. Many people went on board. The submarine could have asked twenty-four hours' privilege, but departed in three, not, however, without a good look at the harbor while returning Admiral Knight's call and buying the newspapers."

Heard Shots Fired.

"I was lying in my bed this (Sunday) morning when I heard two shots about five minutes apart, and supposed them to be sunrise guns at the fort and training station. But it was not the hour of sunrise, and Commander and Mrs. Knight were the reverberation from the torpedoes shot by the submarine. Later, I was reading in my room, about 12:30, when Mrs. (the wife of a naval officer) came in with much excitement and said a radio had been received that the U-53, which left here at 5:30 yesterday, had sunk two ships; and Admiral Knight, being so informed by wireless, had ordered out all the torpedo boats and destroyers to the rescue."

"The officers were notified, and in one minute were on their way to the government landing. Commander and Mrs. Knight were on the pier, in a wonderful pedestrian and trainer, in

## WAR INSURANCE RATES ADVANCED

U-Boat Raids Off Nantucket Cause Jump on Cargoes.

INCREASE GOES TO FIVE PER CENT

Underwriters Predicting Higher Figures if Operations Are Extended.

U-boat activity off Nantucket on Sunday caused a big jump in the rate of war insurance yesterday, and unless the Teuton raider or raiders are captured or destroyed it is likely there will be further increases from day to day. One of the prominent underwriters declared yesterday that the U-53 by its actions would determine the rate for boosting the war risk rates from day to day, and that the amount of increase would depend on the submarine's effectiveness.

When the underwriters closed their offices yesterday the transatlantic rates had increased from 1 per cent to 5 per cent, while the South American rate had jumped from one-fourth of 1 per cent to 3 per cent.

Hand Chubb, of Chubb & Son, said the advance had been made in the South American rate because it was assumed that the submarine interference with shipping would hardly continue long off Nantucket and that the submarines—if more than one were operating—would logically go down the coast.

It was thought by some of the insur-

ance brokers that the U-53 would seek a haven and assistance in the Caribbean or off the West Indies, where the Karlsruhe and several converted German raiders assembled to take on coal and supplies from vessels under charter to the Hamburg-American Line.

It was explained that the increased rates applied to war risks only and that the regular insurance against perils of the sea remained unchanged. At the offices of British steamship lines it was said there probably would be no increase in the insurance on hulls, as this was being cared for in England by arrangement with the government.

The American Institute of Marine Underwriters met yesterday to discuss the situation, and it was said later by Herbert Appleton, of Appleton & Cox, 3 South William Street, that while no hard and fast agreement had been reached it was generally understood that an increase of from 1 to 5 per cent for the transatlantic routes and from one-fourth of 1 per cent to 3 per cent in the South American trade would prevail until further developments.

It was explained that circumstances might alter the rates on certain cargoes over certain routes and that in some instances an increase of 10 per cent might be charged.

The changes since Saturday quoted by one big underwriting firm showed an increase from 1 to 5 per cent and over on cargoes bound for England; from 1/4 to 5 per cent and over on France, and from 3 per cent to 5 per cent and over on cargoes consigned to Greece and the Mediterranean.

Philadelphia underwriters raised rates yesterday to 5 per cent, against 1/2 of 1 per cent last week.

## CHINESE BOMB IMPERILS POLICE

Inspector Dwyer's Raiders Snuff Out Fuse of Machine in Cellar.

Save for the squeak of a Chinese fiddle that came from somewhere indoors and the clatter of dishes in a chop suey establishment, Chinatown was loitering listlessly on its front doorsteps last night when Inspector Dwyer and Detective McCormick and Mitchell turned into Mott Street.

Suddenly an almond-eyed resident drew his hands from his wide jacket sleeves, cupped them to his mouth, blurted the magical word "Umpire!" and shuffled silently out of sight. The word was passed on down the street and several men were seen to dodge from a grocery and disappear into various basements and doorways.

"Umpire," translated into terms of the Bowery, means "heat it! The cops!"

The policeman entered the grocery at 15 Mott Street from which the occupants had disappeared. It is said to be the headquarters of the On Leongs, Inspector Dwyer had received information that there had been heavy gambling recently in Chinatown, and that bad blood between the On Leongs and the Hip Sings and Four Brothers, caused by large losses, was about to break out in a new form.

In the rear room of the deserted grocery the detectives, after much rummaging, discovered seven stilettoes, a glass jar containing enough nitroglycerine for a miniature Black Tom explosion and a quantity of opium. Returning to the front of the store they examined an innocent appearing, but high priced, barrel of onions. The first onion when cut open disclosed a "toy" of opium ready for the pipe. Each succeeding vegetable was found to contain the same thing. A "toy," according to latest "joint" quotations, retails for fifty cents.

The door to the cellar was opened and the three descended. They had barely reached the bottom of the steep flight when the lights overhead abruptly went out. Believing the On Leongs had rushed into the store and to frighten them from any attempts to trap the policemen in the cellar, McCormick and Mitchell fired several times.

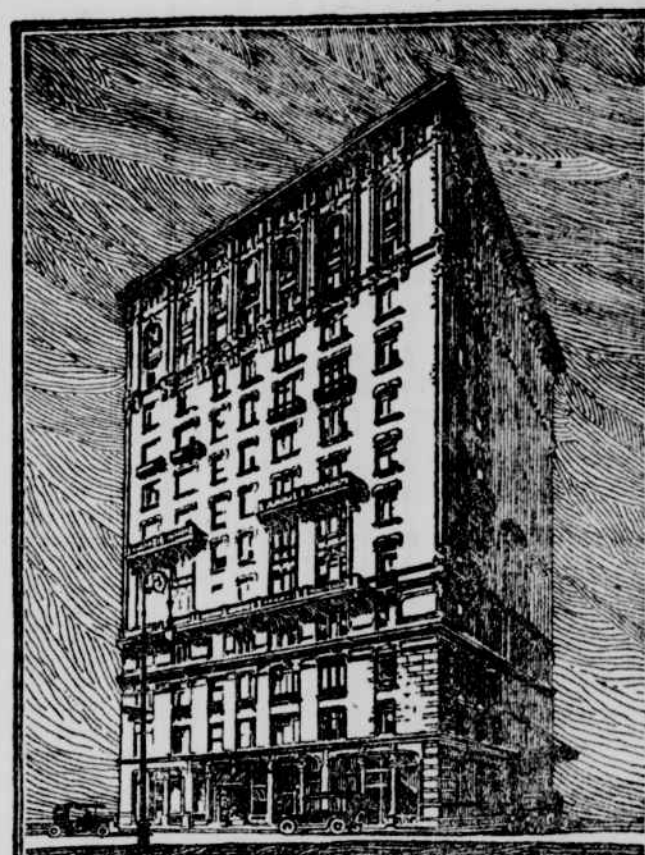
It was then that McCormick noticed for the first time something was burning at the rear of the cellar. As he reached it, the flame began to sputter, but he managed to stamp it out before it reached a dark object in the corner which Inspector Owen Egan of the Bureau of Combustibles found to be a bomb filled with five pounds of black powder.

A crowd, attracted by the shots, had gathered in front of the store when the detectives emerged, and Yee Lee, who the police claim is connected with the grocery, but who gave his address as 14 Mott Street, was found among them and locked up on a charge of having a bomb in his possession.

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## 250 HIT BY BOMBS HURLED ON BUCHAREST

Two Hundred Are Women—German Cruelty Alleged.

Amsterdam, Oct. 9.—According to information received by the Rumanian Legation at The Hague, 250 persons, of whom 200 were women, have been killed or wounded by German aircraft in bombardments of Bucharest. These attacks continue by day and night. The protest recently addressed by

the Rumanian government to the United States and other neutrals is said at the Rumanian Legation to relate not only to the bombardment of Bucharest and other open towns, but to allegations of atrocities by Bulgarian troops in Dobruja, who are said to have made attacks before the declaration of war, and to German war methods in the Balkans, which are characterized as cruel.

"Vorwaerts" Suppressed Again.

Amsterdam, Oct. 9.—According to the "Telegraaf," the "Vorwaerts," German Socialist organ, again has been suppressed.

## HUGHES KEEPS SILENT ON SUBMARINE RAID

The following statement by Charles E. Hughes, was given out at Republican headquarters yesterday: "Mr. Hughes was asked to-day for his views with respect to the present submarine situation. He refused to discuss it. He said he was not in control of official agencies and was not in receipt of official information. He said, further, that he had no desire to embarrass the Administration in dealing with any current matters at which the Administration had the sole responsibility."



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